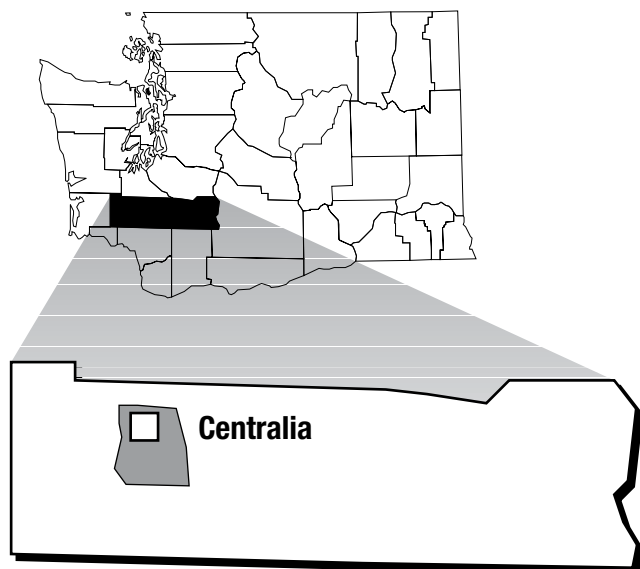


## Ernest Graichen Manager

212 East Locust Street  
Centralia, WA 98531-4136  
(360) 330-2072

Internet Home Page: [www4.localaccess.com/twintransit/index.htm](http://www4.localaccess.com/twintransit/index.htm)

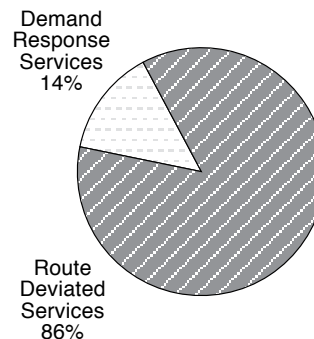


## System Snapshot

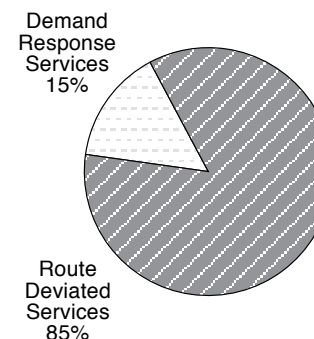
- Operating Name: Twin Transit
- Service Area: Cities of Centralia and Chehalis, Lewis County
- Congressional District: 3
- Legislative District: 20
- Type of Government: Public Transportation Benefit Area
- Governing Body: Three-member board of directors comprised of one Lewis County commissioner, and an elected official from each of the cities of Centralia and Chehalis.
- Tax Authorized: 0.2 percent total sales and use tax—0.1 percent approved in November 1985 and an additional 0.1 percent approved November 2004.
- Types of Service: Four deviated routes and Paratransit service for persons with disabilities who cannot use deviated route service.
- Days of Service: Weekdays, between 5:00 a.m. and 8:00 p.m.; Saturdays, between 8:30 a.m. and 6:30 p.m.; and Sundays, between 8:30 a.m. and 5:30 p.m.



**Total Vehicle Hours in 2005**



**Total Vehicle Hours in 2011**



- Base Fare: \$.50 per boarding for deviated route and Paratransit service.

### Current Operations

Twin Transit operates four deviated routes as follows:

- Two rural routes seven days a week (Centralia North/Outlets and Centralia South/High School).
- One rural route Monday through Friday (South Chehalis).
- One rural commuter route Monday through Friday (Chehalis/Centralia).

Twin Transit provides complementary Paratransit service seven days a week.

### Revenue Service Vehicles

Route Deviated – 12 total, all equipped with wheelchair lifts, model years ranging from 1989 to 2005.

Paratransit – Two total, ADA accessible, model years ranging from 1996 to 2001.

### Facilities

Twin Transit's facilities in Centralia include: 1,713 square feet of space for administration, 7,544 square feet of space for maintenance, and 12,112 square feet for bus storage.

The Centralia Train Depot in downtown Centralia and Lewis County Mall serve as transfer points between routes. The city of Chehalis provides a downtown transfer facility with rest rooms and a waiting area.

Twin Transit has 46 bus shelters along its routes.

### Intermodal Connections

Twin Transit's deviated routes serve all local public and private schools, including Centralia College.

Twin Transit serves the Centralia Amtrak depot and Greyhound Lines' bus depot.

Twin Transit serves the only park and ride lot in the community located in Centralia along I-5.

### 2005 Achievements

- Created and implemented an Emergency Preparedness Plan.
- Developed an Asset Management Plan to ensure lowest cost equipment preservation and maintenance.
- Increased Paratransit ridership by 35 percent.
- Increased Centralia College student ridership from 50 to 200 passes per month through incentive programs.



## 2006 Objectives

- Create a new customer focus communicated through new service brand, logo, and new bus color scheme.
- Pursue potential acquisition of Senior Transportation Services for Lewis County.
- Consider sales and use tax increase of 0.1 percent in November 2006, to support transit service expansion in Lewis County.
- Expand maintenance department to support Twin Transit vehicle expansion and service to other non-profit transit agencies (e.g., Cowlitz Indian Tribe Transportation Department).

## Long-range Plans (2007 through 2011)

- Achieve financial viability to sustain and expand the scope of transit service to the cities of Chehalis and Centralia.
- Pursue the annexation of eastern Lewis County under the authority of Lewis Public Transportation Benefit Area for weekday transportation services to the region.
- Pursue grant funded transportation services to western Lewis County communities.
- Construct a new administrative office and education center.



## Twin Transit

	2003	2004	2005	% Change	2006	2007	2008	2011
<b>Annual Operating Information</b>								
Service Area Population	22,125	22,185	<b>22,330</b>	0.65%	N.A.	N.A.	N.A.	N.A.
<b>Route Deviated Services</b>								
Revenue Vehicle Hours	25,030	24,029	<b>24,081</b>	0.22%	24,100	27,190	29,960	29,960
Total Vehicle Hours	25,594	24,532	<b>24,960</b>	1.74%	24,960	27,960	31,000	31,000
Revenue Vehicle Miles	348,014	328,285	<b>337,728</b>	2.88%	338,000	417,000	494,000	494,000
Total Vehicle Miles	356,529	335,962	<b>345,672</b>	2.89%	346,000	426,000	511,000	511,000
Passenger Trips	253,336	234,774	<b>229,154</b>	-2.39%	234,000	248,000	255,000	279,000
Diesel Fuel Consumed (gallons)	50,374	47,582	<b>48,279</b>	1.46%	N.A.	N.A.	N.A.	N.A.
Fatalities	0	0	<b>0</b>	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	0	1	<b>1</b>	0.00%	N.A.	N.A.	N.A.	N.A.
Collisions	0	2	<b>7</b>	250.00%	N.A.	N.A.	N.A.	N.A.
Employees FTEs	18.7	18.6	<b>20.8</b>	11.83%	N.A.	N.A.	N.A.	N.A.
Operating Expenses	\$1,054,384	\$1,072,582	<b>\$1,162,577</b>	8.39%	\$1,332,000	\$1,527,000	\$1,733,000	\$1,894,000
Farebox Revenues	\$84,853	\$71,539	<b>\$66,142</b>	-7.54%	\$69,330	\$73,770	\$75,246	\$79,680
<b>Demand Response Services</b>								
Revenue Vehicle Hours	1,425	1,895	<b>3,747</b>	97.73%	3,800	4,200	4,400	4,800
Total Vehicle Hours	1,815	2,056	<b>4,137</b>	101.22%	4,180	4,450	4,840	5,280
Revenue Vehicle Miles	17,885	19,800	<b>45,088</b>	127.72%	45,088	45,450	46,000	47,000
Total Vehicle Miles	20,653	22,869	<b>48,008</b>	109.93%	48,008	48,450	49,000	50,000
Passenger Trips	5,504	7,011	<b>9,481</b>	35.23%	10,000	10,000	10,000	11,000
Diesel Fuel Consumed (gallons)	1,731	2,447	<b>6,708</b>	174.13%	N.A.	N.A.	N.A.	N.A.
Fatalities	0	0	<b>0</b>	N.A.	N.A.	N.A.	N.A.	N.A.
Reportable Injuries	0	0	<b>1</b>	N.A.	N.A.	N.A.	N.A.	N.A.
Collisions	0	0	<b>1</b>	N.A.	N.A.	N.A.	N.A.	N.A.
Employees FTEs	1.0	1.0	<b>2.0</b>	100.00%	N.A.	N.A.	N.A.	N.A.
Operating Expenses	\$67,301	\$89,479	<b>\$151,062</b>	68.82%	\$173,080	\$178,273	\$184,000	\$201,000
Farebox Revenues	\$757	\$723	<b>\$2,756</b>	281.19%	\$2,890	\$3,074	\$3,135	\$3,320

	2003	2004	2005	% Change	2006	2007	2008	2011
<b>Annual Revenues</b>								
Sales Tax	\$557,856	\$592,118	<b>\$1,033,258</b>	74.50%	<i>\$1,376,848</i>	<i>\$1,669,290</i>	<i>\$1,978,144</i>	<i>\$2,236,886</i>
Farebox Revenues	\$85,610	\$72,262	<b>\$68,898</b>	-4.66%	<i>\$72,220</i>	<i>\$76,844</i>	<i>\$78,381</i>	<i>\$83,000</i>
Federal Section 5311 Operating	\$171,376	\$323,632	<b>\$98,213</b>	-69.65%	<i>\$115,000</i>	<i>\$51,000</i>	<i>\$0</i>	<i>\$0</i>
State Special Needs Grants	\$0	\$0	<b>\$75,515</b>	N.A.	<i>\$0</i>	<i>\$61,000</i>	<i>\$106,000</i>	<i>\$160,000</i>
Other State Operating Grants	\$2,500	\$0	<b>\$0</b>	N.A.	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>
Other	\$48,981	\$337,423	<b>\$38,499</b>	-88.59%	<i>\$41,000</i>	<i>\$47,000</i>	<i>\$58,000</i>	<i>\$72,000</i>
Total	\$866,323	\$1,325,435	<b>\$1,314,383</b>	-0.83%	<i>\$1,605,068</i>	<i>\$1,905,134</i>	<i>\$2,220,525</i>	<i>\$2,551,886</i>
<b>Annual Operating Expenses</b>								
Annual Operating Expenses	\$1,121,685	\$1,162,061	<b>\$1,313,639</b>	13.04%	<i>\$1,505,080</i>	<i>\$1,705,273</i>	<i>\$1,917,000</i>	<i>\$2,095,000</i>
Other	\$0	\$280,352	<b>\$0</b>	N.A.	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>
Total	\$1,121,685	\$1,442,413	<b>\$1,313,639</b>	-8.93%	<i>\$1,505,080</i>	<i>\$1,705,273</i>	<i>\$1,917,000</i>	<i>\$2,095,000</i>
<b>Annual Capital Purchase Obligations</b>								
Federal Section 5309 Capital Grants	\$0	\$0	<b>\$116,908</b>	N.A.	<i>\$200,000</i>	<i>\$274,000</i>	<i>\$391,000</i>	<i>\$348,000</i>
Federal Section 5311 Capital Grants	\$0	\$0	<b>\$0</b>	N.A.	<i>\$0</i>	<i>\$65,000</i>	<i>\$0</i>	<i>\$0</i>
Local Funds	\$0	\$0	<b>\$20,762</b>	N.A.	<i>\$20,000</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>
Capital Reserve Funds	\$1,795	\$5,942	<b>\$0</b>	N.A.	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>
Total	\$1,795	\$5,942	<b>\$137,670</b>	2216.90%	<i>\$220,000</i>	<i>\$339,000</i>	<i>\$391,000</i>	<i>\$348,000</i>
<b>Ending Balances, December 31</b>								
General Fund	\$0	\$0	<b>\$0</b>	N.A.	<i>\$100,000</i>	<i>\$300,000</i>	<i>\$603,000</i>	<i>\$950,000</i>
Unrestricted Cash and Investments	\$19,647	\$0	<b>\$0</b>	N.A.	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>
Working Capital	\$820,000	\$722,668	<b>\$718,472</b>	-0.58%	<i>\$718,472</i>	<i>\$718,472</i>	<i>\$718,472</i>	<i>\$718,472</i>
Capital Reserve Funds	\$595,807	\$596,802	<b>\$569,642</b>	-4.55%	<i>\$527,000</i>	<i>\$471,000</i>	<i>\$403,000</i>	<i>\$687,000</i>
Total	\$1,435,454	\$1,319,470	<b>\$1,288,114</b>	-2.38%	<i>\$1,345,472</i>	<i>\$1,489,472</i>	<i>\$1,724,472</i>	<i>\$2,355,472</i>

***Performance Measures for 2005 Operations***

	<b>Route Deviated Services</b>		<b>Demand Response Services</b>	
	<b>Twin Transit</b>	<b>Rural Averages</b>	<b>Twin Transit</b>	<b>Rural Averages</b>
Fares/Operating Cost	5.69%	4.45%	1.82%	1.77%
Operating Cost/Passenger Trip	\$5.07	\$10.76	\$15.93	\$24.40
Operating Cost/Revenue Vehicle Mile	\$3.44	\$3.70	\$3.35	\$5.79
Operating Cost/Revenue Vehicle Hour	\$48.28	\$68.67	\$40.32	\$68.21
Operating Cost/Total Vehicle Hour	\$46.58	\$60.37	\$36.51	\$61.32
Revenue Vehicle Hours/Total Vehicle Hour	96.48%	87.72%	90.57%	90.48%
Revenue Vehicle Hours/FTE	1,158	1,099	1,874	1,188
Revenue Vehicle Miles/Revenue Vehicle Hour	14.02	20.26	12.03	12.61
Passenger Trips/Revenue Vehicle Hour	9.5	7.3	2.5	3.0
Passenger Trips/Revenue Vehicle Mile	0.68	0.42	0.21	0.24

